

RAILWAYS SPAR FOR ADVANTAGE IN SETTLEMENT

Committee of 8 Presidents Draft Counter Proposal to Avert Strike.

NIGHT CONFERENCE AT THE WHITE HOUSE

Full Body of Transportation Heads May Act on Situation To-day.

AIM NOW TO SATISFY WILSON AND UNIONS

X. Y. Financiers Believed to Have Advised Yielding 8 Hour Day.

WASHINGTON, Aug. 22.—A day of continuous conferences here by the special committee of railway presidents has perceptibly cleared the prospect for the adoption of a peace plan which will avert the threatened tieup of the transportation lines of the United States.

There are predictions that an adjustment will be reached, although no definite proposals for the solution of the problem have been announced.

The question uppermost in the deliberations of the railroad executives was not whether President Wilson's proposal should be accepted or rejected, but what counter proposal could be devised that would be acceptable to the President and to the employees.

All through the torrid day the committee of eight wrestled with this problem with the understanding that they were to report to their colleagues in the evening. It is understood that tentative suggestions have been made and that they will be considered by the railroad heads individually before they are taken up at the full meeting of the executives to-morrow.

Conference at White House.

President Wilson conferred for an hour tonight with Hale Holden, president of the Chicago, Burlington and Quincy Railroad; H. S. Lovett, chairman of the Union Pacific; and Daniel Willard, head of the Baltimore and Ohio, who went to the White House at 8:30 o'clock.

The meeting was held at the request of the railway executives, who were not afforded an opportunity of discussing with the President the situation in detail or of presenting to him personally their views on the possibility of a settlement.

Hereafter the large number of railway officials present made intimate discussion impossible and little opportunity was afforded to comment upon the President's assertions.

It is understood that the chief object of the visit to the White House was to ask the President to state specifically what he wanted the railroads to do.

Up to this point the President has not said what he wanted the railroads to do, but he has indicated that he is willing to consider any proposal that will give him the eight-hour day.

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LANE, GRAY AND MOTT MEXICAN DELEGATES

Wilmington Judge and N. Y. Doctor to Aid Secretary in Peace Conference.

WASHINGTON, Aug. 22.—Secretary Lansing announced to-night that the American members of the joint commission to settle the Mexican situation would be Franklin K. Lane, Secretary of the Interior; Judge George Gray of Wilmington, Del., and Dr. John R. Mott of New York City.

The commission will, it is expected, hold its sessions at a New Jersey coast resort in the time and place of the meeting will be arranged by Secretary Lansing and Eliseo Arredondo, the Mexican Ambassador designate.

Probably the first problem taken up by the commission will be the proposed withdrawal of American troops from Mexico. As Gen. Funston has recommended the recall of Gen. Pershing's expedition, this is expected to be agreed to by the American members.

It was announced recently that the commission would consist of Mr. Lane, Justice Brandeis, the Supreme Court justice, and another, named at that time, Justice Brandeis, to develop later, to the wishes of Chief Justice White.

Dr. John R. Mott, who is a close friend of President Wilson, is international secretary of the Young Men's Christian Association. He went to London in 1914, with the object, it was said, of bringing about peace through religious influence. He has been described as "a one idea man," the idea being "the evangelization of the world in one generation."

Judge Gray has been a United States Senator, a lawyer of note and was a Justice of the Third Circuit of the United States Court of Appeals. He is a member of the commission which met with the Spanish-American war at the end of the Spanish-American war.

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ENSIGN GREEN SAFE FROM ARCTIC PERILS

U. S. Naval Officer at Copenhagen After Fatigue Hunt for "Crocker Land."

WASHINGTON, Aug. 22.—After having spent three perilous years in the Arctic, Ensign Fitzhugh Green, the young American naval officer who represented this Government on the "Crocker Land" Arctic expedition, notified the Navy Department this morning of his safe arrival at Copenhagen.

How many members of the party have reached safely with him is not yet known. The American Legation at Copenhagen will take immediate steps to assist Green and provide such other means as practicable for others of the expedition.

The so-called "Crocker Land" which Peary believed he had discovered is not referred to as existing in Ensign Green's report. As this officer went in the capacity of an official Government representative to survey this land and report whether it actually could be found, his observations are taken as finally disposing of Peary's supposition.

Peary believed he saw the land from high altitudes in northeast Greenland, and it was on the strength of this belief that his expedition was formed in June, 1913.

The expedition was sent out under the joint auspices of the American Museum of Natural History, the American Geographical Society and the University of Illinois.

Wouldn't Give Up Search.

It develops that Green declined to give up the search for the elusive "Crocker Land" even when almost insurmountable difficulties broke up the party and threatened it with starvation. He felt that he was under orders to find it if possible, and kept up the perilous struggle day after day under most unfavorable conditions.

During 1913 and the following year no word whatever came from the party and there was growing concern here and a demand for a relief expedition.

The well known explorer Dr. Hovey was in charge of the first attempt to relieve the expedition, which was made in 1914.

His relief ship, the George B. Cheest, got as far as North Star Bay in September, but encountered unusually severe ice conditions and, together with a broken engine, necessitated his leaving the expedition.

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CONGRESS PASSES 2 BILLION MARK IN APPROPRIATIONS

Senate Republicans Charge That It Exceeds in Extravagance All of Its Predecessors, Even Allowing for the National Defence Measures.

WASHINGTON, Aug. 22.—Expenditures appropriated or authorized at this session of Congress amount to more than \$2,000,000,000, according to figures compiled by Senator Penrose and read in the Senate to-day.

Senator Smoot began the attack on the Administration by referring to the total of appropriations. Senator Penrose said the limit of the "debauch," as he called it, could not be gauged by the appropriations alone. Authorizations and commitments must also be taken into account, he contended.

Mr. Penrose had figures to show that the total appropriations would amount to \$1,710,432,722, and that in addition authorizations committing the Government to expenditures in the future reach \$326,644,777. This gave a grand total of expenditures appropriated or authorized at this session of \$2,037,077,499.

Senator Penrose enumerated these authorizations as follows: \$468,192,027 Sundry civil appropriation bill; 1,627,000 Fortifications appropriation bill; 14,000,000 River and harbor appropriation bill; 2,724,950 Flood control bill; 50,000,000 Good roads bill; 79,000,000 Senator Smoot produced figures to show that the present session had appropriated in the bills already passed and certain to pass the unprecedented sum of \$1,830,333,682, which is \$151,444,777 in excess of the appropriations of the last session. Allowing for the increased appropriations on account of national defence, this leaves the net increase over the previous session of approximately \$139,000,000. Senator Simmons, North Carolina, Democrat, submitted figures tending to show a total somewhat smaller, but Senator Smoot challenged it. Mr. Simmons said that he had obtained his figures from the Treasury Department, and that if there was an issue as to their accuracy it was between the Senator from Utah and the Treasury officials.

The suggestion that the present session of Congress had authorized the expenditure of more than \$2,000,000,000 brought several Democratic Senators to their feet in an attitude of violent protest. Senator Williams declared that the flood control bill had passed the House, but had not yet passed the Senate, and that Senator Penrose had no right to include it in the list of expenditures.

Senator O'Gorman asked Mr. Smoot if it were not true that the Republican Senators had voted for the expenditures. "Isn't it a fact?" observed Senator O'Gorman, "that most of the Republican Senators voted for these appropriations?"

Gallinger's Memorandum.

Senator Gallinger drew out his memorandum book and informed the Senators that New York that seven progressive Republicans voted for the night train appropriation and that eight Republican Senators voted for these appropriations.

"Does the Senator condemn those Republican Senators for voting as they did on these measures?" inquired Senator O'Gorman.

"I do not condemn any one," replied Mr. Gallinger. "They belong to the group known as Progressive Republicans over here."

Senator O'Gorman and Overman insisted that Republican Senators on the appropriation committee had not protested against the appropriations.

The tariff debate had under way in the Senate to-day. It looks as if the war revenue bill may be disposed of this week. Senators Simmons, Thomas, Penrose, Smoot, Burton and Williams made speeches on the bill.

There is nothing else before the Senate and the leaders confidently predict that the bill will be passed before the end of next week.

Steel Hits 97 1-2 in RECOVERERSHIP FOR BOSTON AND MAINE

Sales 1,300,000 Shares, 1916 High Mark, as Fears of Rail Labor Trouble Fade.

Enormous dealings in yesterday's stock market, the total business being the heaviest for any day this year and well in excess of 1,300,000 shares, carried prices to new high levels on the current upward movement, with United States Steel common reaching a new record at 97 1/2 under a flood of buying orders from all parts of the country.

There was intense excitement around the Steel post throughout the session. When the stock crossed 96 in the forenoon wagers were made that it would go to 100 in the current week, while in the afternoon operations, with the price rising above 97, many traders were willing to go on record with the prediction the issue would not stop its upward course this side of 100. Realizing gains of 10 to 15 points, many traders were quickly gobbled up.

In February, 1915, Steel common sold at 88. At that time the dividend had been heavy on the advance, but offerings were quickly gobbled up.

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LYDD GEORGE SEES VICTORY IN DISTANCE

"Germany Has Missed Her Chance, and She Knows It," Says Briton.

DEFENDS SOMME FIGHT

"Losses Deplorable, but Exaggerated: Relieved Pressure on Verdun."

LONDON, Aug. 22.—David Lloyd George, Secretary of War, speaking in the House of Commons to-day, contrasted what he termed the extraordinary change in a couple of months in the relative positions of the German hostilities and the Central Powers on all the fronts except Mesopotamia, where climatic conditions had kept the British forces quiescent.

Mr. Lloyd George said that criticism of the British operations on the Somme front, on the ground of their failure to break through the German lines, were unjustified as compared with those of the French and the British on the Somme front. He said that the British had been forced to break through the German lines, and that the British had been forced to break through the German lines.

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